

Amendments to the Specification:

Please amend the specification as follows:

Please replace the paragraphs starting at page 5, line 1, and ending at page 5, line 43, with the following rewritten paragraphs:

Figure 7 shows a further embodiment. In this case, the hinge arm 2 has a deformation region 20 in which the hinge arm 2 can be deformed. If an airbag arranged under the engine hood is ignited, then the deformation region 20 of the hinge arm 2 is deformed, with the result that the connecting part 3 migrates out of a socket 100 on the hinge carrier 1 and thereby releases the connection. It migrates out owing to the shortening of the hinge arm 2 that is projected onto the socket 100. The opening movement is controlled by a lever 4 which moves in a coulisse 40 on the hinge carrier 1. As a result, a defined opening behavior can be achieved. A further possible coulisse guide, for example for the connecting part 3, is shown in the upper region of figure 7. In an initial position, the connecting part 3 is securely clamped in the region 41 of the coulisse guide behind a locking element 42. If an airbag is deployed, then the part 3 migrates on the path indicated by the arrow past a one-way flap 43 into the open position 45. After the accident, the hood can be brought down by pressing down from the region 45 past the one-way flap 43 again into a transportation position 44 in which a journey to the next workplace is possible.

Figure 8 shows a further embodiment, in which the deployment of an airbag 6 acts again, via a transition element designed as a lever 5, ~~lever 6~~, on the bolt 3 in such a manner that, when the airbag 6 is deployed, the bolt is pulled back out of its connection. The airbag operates here in the form of a piston and is adjacent to piston-shaped caps 62.

Figure 9 shows a particular embodiment of a suitable airbag 6. In this case, the airbag is positioned in the vehicle in such a manner that it is situated in the direct vicinity of the hinges of the engine hood. A gas lance 60, the outlet openings of which are likewise arranged in the direct vicinity of the hinges, is arranged in the airbag 6. If a gas for deploying the airbag 6 is generated by the gas generator 61, then, as shown in the second step in Figure 9, ~~under I~~, the airbag region which is situated in the region of the hinges is inflated first of all. Only then is the remaining airbag deployed. The effect achieved by this is that preliminary forces occur initially in the region of the hinges, said forces enabling the hinge to be released and only then is the rest of the engine hood raised. This prevents the engine hood from unnecessarily vibrating.

